

MONTANA PILOTS' ASSOCIATION



Heading Bug

May/June 2006

Question: When returning to the United States from Canada in my private aircraft, is it required that I land at the first U.S. Customs airport of entry along my route of flight?

Answer: Part 122 of the U.S. Customs and Border Protection Air Commerce Regulations covers the landing requirements for an aircraft landing in the United States that originally departed from a foreign area. Under 19 CFR 122.33, you must land at an approved airport of entry (i.e., designated international airport, a landing rights airport with permission to land granted, or a designated user fee airport with permission to land granted). In this case, you are not required to land at the first airport of entry because the northern U.S./Canada border does not have an FAA Air Defense Identification Zone (except for the coastal areas). However, it is recommended that you consider clearing customs shortly after crossing the border in case you need to divert for any reason while en route to your destination. If you are returning from foreign areas south of the United States in your private aircraft, you will be required to land at the first approved airport of entry upon crossing the U.S. border or coastline as stated in 19 CFR 122.23 and 122.24. For more U.S. Customs and Border Protection information and a list of approved airports of entry, visit [AOPA Online](#).

short final

The following exchange occurred between a student, the tower, and an instructor at KLVK on 05/08/06...

Cessna N1234 (student): Livermore tower Cessna 1234 at Sierra ready to taxi 25R with India.

Tower: Roger N1234 taxi to India.

[Student gives me the "Huh? You read it back," look.]

Cessna N1234 (instructor): Tower N1234 confirm you want us to taxi to 25R. We don't have enough fuel to get to India.

president's message:



Sand Point, Alaska (all photos by Russ)

Greetings fellow aviators from Southwestern Alaska, specifically Sand Point, Alaska.

For the past three weeks, I have had the opportunity of flying the Alaska peninsula in a

brand new 1952 Super Cub, loaded with the usual Alaska mods, and with the modern convenience of satellite phone and Garmin 296. I have been flying for Deltana Outfitters, flying their guides and hunters in and out for the Spring Bear hunt.



Transient parking at Naknek, Alaska

The landing spots range from mountain ridges to Pacific coast beaches. One feature on the Garmin GPS I had not used in the past was Celestial function because, when landing on beaches it is important to know the time of the tides. The Garmin has it in spades.

I have seen a tremendous number of Alaska Brown bears, whales, seals, Bald Eagles, caribou, a few wolverines and even fewer tricycle geared aircraft.



Again, I would like to encourage you to contact me with your thoughts and suggestions for the Montana Pilots' Association

Russ Dahl
498 BIA RT 1
Nashua, MT 59248
ace1dahl@yahoo.com
406•785•4801



My Cub and a Husky on the Bearing Sea

2006 calendar of events

June 6-7—B-17 Fly the Fortress "Keep IT Flying" Tour—Billings Logan International Airport—visit www.b17.org for a complete schedule

June 8-10—Montana Antique Airplane Association (MAAA) Montana Air Tour—fly "poor man's Alaska", IDAHO—contact Neil or Karen Salmi, 406•266•2400 or n777sx@earthlink.net

June 10—2nd Annual Lewistown Fly-In (LWT)—pancake breakfast, experimental airplanes, antique airplanes and cars and warbirds—for further information phone 406•538•3264 or www.lewistownmunicipalairport.com

June 10 – Great Falls MPA & EAA Chapter 1141 Annual Poker Run—second stop will be Lewistown Fly-In—for further information contact Tom Wrobel at 406•468•2842 or usunret@3riversdbs.net

June 10—Hamilton/Ravalli County Airport (6S5) pancake breakfast/Fly-In—starting at 8 am—for further information David Hedditch at drh29@bitterroot.com

June 17-18—Twin Bridges Fly-In—for more information call Kendra Horn at 406-684-5335 or kendra@rubyvalleyaviation.com

June 18—The Frank Bass Father's Day Fly-in Breakfast 8-11 am—Fort Peck, (37S)—"Where the Big Sky meets the Last Best Place"—[PDF flier](#) with more information or contact Lanny Hanson 406•526•3535 or hpb@nemontel.net"

June 24—North Central Hangar Fly-In, Breakfast & Toy Show—Havre airport (HVR)—7am to 11am

June 24 & 25—Meadow Creek Work Session

July 4—Townsend Flight Festival and brunch—8 a.m.-noon—contact Neil or Karen Salmi, 406•266•2400 or n777sx@earthlink.net

July 8—Del Bonita work session

July 14-16—Schafer Meadows work session

July 14-16—Annual Staggerwing Fly-In—Seeley Lake (23S) BBQ catered Saturday evening by Lindemers—reservations necessary 406•677•3219 or slk3219@blackfoot.net—Sunday morning pancake breakfast (8-11) sponsored by Seeley Lake Flying Club and Seeley Lake Senior Citizens

July 24—North Central Hangar Fly-In Breakfast—Havre City/County airport (HVR)—fly in and see the new terminal—breakfast served 7-11 am

July 24-30—EAA AirVenture 2006—Oshkosh, Wisconsin

August 3-5 – Montana Antique Airplane Association Three Forks Fly-In—for further information contact Steve or Cindy Kleimer at 406•586•2307 or sckleimer@aol.com

Aug. 4-6—The Twelfth Splash-In—Fly-In at Stillwater Landing on Lower Stillwater Lake—Whitefish—for more information go to their Web site www.stillwaterlanding.com

Aug. 8-11—Aviation Career Academy (ACE) for sophomore, junior & senior high school students interested in aviation—for further information and an application call 406•444•2506

Aug. 11-13—McCall Family Fly-In—McCall, Idaho

Aug. 18-20—Montana Fun Weekend—Cut Bank airport (CTB)—Fly-In with breakfast on Sat. and Sun. mornings—car and airplane show and shine with prizes—car show & burn out contest, Friday night lawn-chair drive-in movie, bowling ball bombing, RC models, drag racing on Saturday evening and stock car racing on Sunday

Aug. 19—Eighth Annual Polson Fly-In and Swap Meet—Polson (8S1)—Pancake breakfast, lunch and Pitchfork Fondue (steak fry)—swap meet, airplane rides—Soroptimist's Wine Festival that evening— for more information e-mail Bill Olson at weo@commbank.net

Aug. 19—National Aviation Day

Sept. 9—Dillon Aviation Day—for further information call Jean Devivo at 406•683•5242

Oct 7—Hirsch Ranch Fly-In—30 miles northwest of Miles City



hangar reports

Central Montana Hangar—held its last monthly meeting on April 25 at the Elk's Club. We discussed further plans for improving the old Flight Service Station for use as a Pilot's Lounge. A work date was set for May 20. Carpet and paint have been donated as well as a computer and free internet. We also finalized plans for our second annual fly-in to be held on June 10. Due to simultaneous activities occurring at our meeting place, we postponed the program until the next regular meeting. Summer activities for this Hangar include the Lewistown Fly-In previously mentioned. Information about this was sent via email to Hangar presidents and is in the *Heading Bug*. We also have an annual end-of-summer picnic, although we have not yet set a date or location for this. *by Rebecca Smith*

Five Valleys Hangar—The following members volunteered to serve as officers for the Five Valleys Hangar: Wade Cebulski, president; Jim Younkin, vice-president; Sherry Rossiter, secretary/treasurer. Jack Gillespie, past MPA president, turned the hangar's checkbook over to the new sec/treas. The last meeting was May 1, in the Conference Room at the Missoula airport terminal. Missoula airport manager Cris Jensen gave a presentation, which focused on future plans for construction of new hangars at the Missoula airport and other amenities (such as self-service fueling) for general aviation aircraft. Sherry Rossiter, sec/treas, will be calling at-large MPA members living within a 60-70 mile radius of Missoula who haven't designated a hangar affiliation to see if they would like to be part of the Five Valleys Hangar. The next event will be a joint meeting with EAA Chapter 517, Inc., at their hangar facility at the Stevensville airport on Monday, June 19, at 6 p.m. for a BBQ. The location of the July meeting is yet to be determined, but the August meeting will be a fly-in and BBQ at the Seeley Lake Airport. *by Wade Cebulski*

Gallatin Valley Hangar—met on April 20 and were entertained and trained by Jeanne MacPherson, Montana Aeronautics Division. Jeanne gave us some of the strategy and organization of aerial searches in Montana, and followed up with a brief lesson on ELT locating. Jeanne's fantastic talk was well received, with numerous questions and comments from the audience. Of particular interest were the aerial photos of actual accident sites. We're hard to find when we're on the ground. The board of directors of the Gallatin Valley Hangar has been planning summertime activities. Our goal is to build a core of active, enthusiastic members and learn from other, more active hangars how to plan and execute a successful event. As "official" hangar activities, we plan on attending the Father's Day Fly-In in Twin Bridges and the Polson Fly-In and Swap Meet. We are also planning on a pot-luck barbecue and picnic on July 22, and a fly-out to Driggs, Idaho on October 8. *by Jon Hudson*

Great Falls Hangar—April's meeting discussions centered on the airport authority problems, the county commission, the city commission and ways to make money for the GTF hangar. It was decided that the money making ideas be brought up at the quarterly executive meeting of the MPA to see if our ideas would be allowed. A trip to Helena for the AOM meeting the end of April by J. C. Kantorowicz and the Marketing Director for the Heritage Inn of Great Falls secured the 2008 Aviation Conference for our community. *by J.C. Kantorowicz*

Miles City Hangar—has been really slow getting going this year, but am sure it will pick up now that the weather is getting better. We will be having our Sunday Creek Fly-In and Steak-Fry on June 3, hope to see many people there if the weather is nice. We will BBQ steaks and have salads and many more goodies so bring your appetites and join us for a fun day. If you would like to also bring a dish feel free to do so. We will most likely get started about 10 am and if you would like to come Friday we will find a place for you to camp out. We will be playing games in the morning before it gets too warm or too windy. For more information call either Bob Settle at 406-232-6926 or me, Barb Hirsch at 406-354-6009. If you wish to land on the black top rather than the grass runway we will be more than glad to come to the airport and pick you up. Hope to see you there. Then on Oct. 7 we will have a Rondi at the Alvin Hirsch Ranch. We will be getting more information out before then. *by Barb Hirsch*

Mission Valley Hangar—meets the 2nd Tuesday of each month. Next meeting will be June 13, at 7 p.m. at Polson FBO. The Mission Valley Hangar and EAA Chapter 1122 have been sponsoring a read-to-fly program for students at the Valley View School. Three members met with the students to answer questions and talk about flying and a Kitfox was landed across from the school for the students to see. The students were treated to a pancake breakfast and Young Eagles flights at the Polson Airport on May 20 as a reward for their reading. A BBQ is planned for July 11 and the Eighth Annual Polson Fly-In is Aug. 19 *by Mauri Morin*

South Central Montana Hangar—Bobbi Powers, vice-president is trying to get the hangar active and looking for members to fill the secretary/treasurer and president positions.

Vigilante Hangar—In April, the Hangar held a potluck dinner and watched a video provided by Jerry Cain "Big Rocks and Long Props." Attendance was very good, and there was active discussion about organizing a poker run this summer. For May, the Hangar is hosting all local pilots at Vetter Aviation for another presentation by Rich Stowell. Rich is known as the "Spin Doctor" and was honored by NAFI as the "2006 Flight Instructor of the Year". On May 3 he talked about "Engine Failure - Maximizing Glide Performance." *By Bill Gallea*

Lycoming woes continue: 2005 C-172S snaps crank, throws prop

Pilot Uninjured and Executes Successful On-Airport Landing

The powerplant difficulties experienced by Textron-Lycoming and more importantly, its customers, continue. After a series of expensive and worrisome ADs have created havoc for Lycoming owners across the globe, problems continue to be reported... with a particularly dramatic addition having occurred Tuesday, May 23, during the takeoff of a 2005 Cessna 172S.

A pilot reportedly engaged in a student training operation was in the process of an extended takeoff from the long runway at St. Augustine, FL (SGJ), when the improbable occurred, Tuesday afternoon. The Cessna 172S, with a reported 300 hours on the airframe, experienced a loss of the prop and the forward part of the crankshaft, separating just aft of the crankshaft flange. Despite the dramatic loss of thrust, a resultant change in CG, and a surprisingly small amount of airframe damage; N1130T executed a safe landing on the airport on an adjacent portion of the field. According to sources at St. Augustine, this was possible as a result of the pilot (wisely) selecting a full-length departure on Rwy 13/31 rather than an intersection departure. The prop was found on SGJ's Rwy 13/31.

N1130T was a Garmin G1000-equipped Skyhawk Model 172S aircraft, powered by a Textron Lycoming IO-360-L2A engine, and equipped with a McCauley propeller. The aircraft belongs to a Florida corporation and was being operated by Epic Aviation. *Propwash 5/25*



supertankers may debut this year

Jet-A (and lots of it) may be used to help fight forest fires this season. Two companies developing aerial bomber fire-fighting aircraft, so-called supertankers, from old airliners say they expect to have all approvals in place to accept fire-fighting contracts. In fact, Omni Air International says its DC-10 is already at work, while Evergreen Aviation still has a few hoops to jump through before it's B-747 can tackle fires. The aircraft represent a quantum leap in aerial firefighting capability. The DC-10 can carry up to 12,000 gallons of retardant or water (more than triple the capacity of the largest existing tankers) and the B-747 can pack up to 24,000 gallons. Though they can't fill on the fly, they can get to and from the fire at 500 mph. Firefighting experts say the jets will have their uses but they're not a magic bullet. "I think there is a place for a very large air tanker in the fleet," Dennis Lamun, a member of the Interagency Airtanker Board and an aviation official with the federal Bureau of Indian Affairs, told the Albuquerque Tribune. "But it's got to be cost-effective no matter where you use it." Tanker pilot Walt Darran said smaller, more maneuverable tankers will still be needed and the supertankers will be a complement to them. Evergreen is planning a nationwide tour of demonstration flights with the B-747 but firm dates haven't been set because the company is fine-tuning the system on the aircraft. *Avflash 5/15*



Evergreen B-747 dropping water

Cliff Garl satisfied a lifelong dream and may have set a record of sorts last week. The 91-year-old Shoreline, Wash., student pilot soloed for the first time

student pilot solos at 91

over Arlington Airport. "You go into a nursing home and you'll see people a lot younger than he just sitting there," Garl's 75-year-old instructor Joe Bennett told *The Seattle Times*. "I actually don't know of anybody, even in their 80s, who's soloed." According to the *Times*, the FAA didn't have records of any student pilots over the age of 90 in 2004 and showed only 59 in their 80s. Garl told the *Times* he was nervous before the flight but once in the cockpit of the Cessna 172, the training took over. As might be expected, the medical was Garl's biggest obstacle -- even though he's in good health. Garl's doctor, Dr. Robert Betts, who happens to be an air medical examiner, put him through a very thorough examination and the verdict was clear. "I saw nothing to disqualify him," Betts told the *Times*. (Garl's blood pressure of 120/70 may more closely resemble that of a healthy teenager.) Still, the medical process took months to complete. "I think it was a question of who was going to out last who," Garl told the *Times*. Garl hopes to get his private or recreational certificate. *Avflash 5/22*

Coyotes, Cubs and Skywagons

by Mike Todd

Sometimes it seems, airplanes are just another machine that takes us from here to there. Maybe it's speed, and it's gift of freedom to ignore the roads and fly straight across the land is the reason we spend our money to have the machine there in the hangar... ready when we are... but to me at least, it's more than that. That 180, Cub or Champ sitting there, quiet, promises to lift my spirits with just the turn of a prop, and show me things I would never otherwise see. After nearly thirty thousand hours in the air, you would think I'd get over it...

Every once in a while, I think about the day when someone will come along to look over the machine that has been my freedom, sit down in my seat, start the engine I've worked on, and trusted, and climb away over the hills. I spent a few hours with those thoughts Saturday, as I flew west over southern Montana, watching the shadow of a PA11 Cub sweeping along over the sage and rocks and rivers below, and thinking about the airplane's owner... watching and listening as the airplane his dad had rebuilt years before, and both of them flew, became a speck against the sky, and then disappeared over the horizon.

In addition to his skills as a rodeo cowboy and hunter, the old man must have been a resourceful mechanic. He rebuilt the Cub to suit his needs, and when he had the idea for a better Coyote hunter, he built it... using parts from a 1938 Talorcraft, really long wings, and a hundred eighty horsepower. On skis in the winter, and wheels the rest of the time, they hunted coyotes, and made good use of the airplanes in big country where a hundred miles in an hour doesn't change the scenery much. I would like to have met him, to hear his stories about the Cub, and the homebuilt, hunting in Alaska, and life in southeast Montana... but he's been gone since 1998. I got glimpses of his life in the logs of the Cub, the notes he wrote about the rebuild and modification, and in the eyes of his son, as I got ready to take the little airplane and head west.

I had laid awake in Bozeman the night before we flew out to bring the Cub home...worrying whether the mice had chewed the rib stitching, or someone had used tractor oil in the engine...or worse. I hadn't met the owner, and it's easy to let imagination conjure up images of an airplane that's been in the barn for a while. I had a ferry permit in my pocket, because the Cub was "a little" out of annual. But when we pulled the airplane out of it's hangar and into the warm sunshine, close inspection quickly put my fears to rest. The O235 came to life, and inspection showed it to be an airplane that had earned its keep, but also one that had been loved. I put my A&P number in the log, signing it off as safe to ferry, then flew it around the ranch strip a couple of times...partly to check it out, and partly for the young man who's physical ailments have conspired, for now, to keep him from the sky.



Piper Cub portrayed on a 1997 stamp by the United States Postal Service, part of a series called 'Classic American Aircraft'.

My friend John flew high cover for me in his 185 as we headed out over the land of the Crow, and the Cheyenne, and the country where General Custer eventually "found" Crazy Horse and the Oglala Sioux at the Little Bighorn. We made our way out over the Powder, the Tongue, the Bighorn and joined the Yellowstone, which took us most of the way "home" to Bozeman pass, and Gallatin Field. You don't need much navigation gear when you fly a Cub...the only "moving map" was the sectional that kept sliding off my lap, doing it's best to escape out the open door. It would have been no great loss, with the Beartooth and Absaroka ranges on the left, the Crazies and the Bridgers on the right, road signs to let me know how far we had to go, and eighteen wheelers to judge the groundspeed by.

Watching from the open side of the airplane as the shadow slid along a couple hundred feet below made me think about what a precious freedom we have... and about how fragile that freedom can be.

Roger Stradley receives award for wildlife survey flying

Roger Stradley of Gallatin Flying Service, Belgrade, Mont. received the Wildlife Conservation Award from the Montana Chapter of the Wildlife Society at their annual meeting in Helena Feb. 23. The Wildlife Society is the national professional organization of wildlife biologists. The award was presented to Roger for his many years' dedication flying wildlife surveys throughout Montana. Roger's wife, Ann, daughters, Laura and Anna, and his son-in-law Darren were present for the award.



In his presentation of the award, Chapter President Tom Carlsen spoke about the 25 years he has flown with Roger. "Not many people have a realistic concept of what flying wildlife surveys is about. I don't know how many times people have asked me if they can go along on my surveys. I explain to them that there is only room for two people in a Super Cub -- the pilot and the observer-- and that I didn't think Roger would let them fly his plane." Carlsen added that the pilot's job is even more complex as not only does he fly the plane but is an active part of survey work, counting and classifying animals along with the biologist. Other biologists including Rich DeSimone, Terry Lonner, Dave Pac, Ken Hamlin and Jodie Canfield spoke of their experiences flying with Roger and their appreciation for his and the Stradley family's efforts, knowledge and skill.

Roger Stradley has spent a good portion of his career flying for various resource agencies in Montana including Fish, Wildlife & Parks, the Forest Service, Fish and Wildlife Service and Yellowstone National Park. He carries on a tradition and a flight service started by his father, the late Jim Stradley back in the 1940's.

Carlsen concluded by saying that Stradley's professionalism and dedication in helping build and enhance Montana's wildlife is second to none and offered his heartfelt thanks for a job well done. He then asked those present who had flown with Roger to stand and of the assembled group of approximately 150, over 25 people rose, indicating the lives Roger Stradley has touched. A standing ovation followed honoring one of the nation's finest mountain pilots ever.

house panel approves \$15.1 billion for FAA FY2007 budget

amount includes \$3.75 billion for airport improvements

Late Thursday night, May 25, the House Transportation-Treasury Appropriations Subcommittee approved a \$139.7 billion spending bill that, in addition to funding several transportation authorization bills over the last few years, also increases the Federal Aviation Administration's budget from the \$13.7 billion originally proposed by the Bush administration, to \$15.1 billion.

CongressDaily reports that after concerns over the fact the president's original FAA budget proposal fell short of the \$14.3 billion authorized for the agency in FY2006, the house panel opened the coffers and agreed to fund the agency at the level previously authorized by Congress.

The FY2007 FAA budget also includes \$1 billion more than the \$2.75 billion previously allotted for the Airport Improvement Program. The original amount had troubled many of the aviation letter groups (including NATA and AOPA) despite DOT Secretary Norman Mineta's assertion the original proposal was "sufficient" to address all airport construction needs, including repairs made to airports damaged by last year's hurricanes.

Some of the increased funding for the FAA (and other transportation projects) comes at the expense of national rail carrier Amtrak -- which is expected to lose at least \$394 million in funds.

The House proposal is not the final word on the FAA budget. A Senate panel is also reviewing the transportation spending bill, and any differences between the two will need to be hashed out into a concurrent proposal before the final budget goes into effect.

The final FAA budget will be funded by a combination of revenues from the trust fund and the general fund.

MONTANA PILOTS' ASSOCIATION - Membership Application Form

Name: _____ Mailing Address: _____

City/State/Zip: _____ Home Phone: _____

Work Phone: _____ E-Mail: _____

Please select a local Hangar (chapter): Central (Lewistown) Colstrip Five Valleys (Missoula)
 Flathead (Kalispell) Gallatin Valley Glacier (Cutbank) Glendive Great Falls Miles City
 Mission Valley (Polson, Ronan & St. Ignatius) Sanders County (Plains) North Central (Havre)
 South Central (Billings) Southwest (Dillon, Butte & Twin Bridges) Valley (Glasgow) Vigilante (Helena)
 Member At Large

ANNUAL MEMBERSHIP DUES (JAN – DEC)

Regular Member (pilot)	<input type="checkbox"/> \$25.00	Household Membership (2 Regular Members)	<input type="checkbox"/> \$45.00
Associate Member (not soloed)	<input type="checkbox"/> \$15.00	Family Membership (1 Regular and 1 Associate)	<input type="checkbox"/> \$35.00
Montana 1st Solo Student Pilot	<input type="checkbox"/> 1 st year free		

Make check payable to: Montana Pilots' Association , Inc.

Total \$ _____

Mail to: Geanette Cebulski, Sec/Treas, P. O. Box 1178, Seeley Lake, MT 59868-1178

Please check the date on the address label for your membership status.

your chance to help your airport

This is directed to the small airport users in Montana. Most MPA members, like me, are small airport users; we cannot fly around Montana without using small airports.

Having bounced around the Montana cow pastures that are called small airports for 40 plus years, it suddenly dawned on a group of us that the small airports are being neglected. A Technical Assistance Program (TAP) is desperately needed to provide the know how to manage and operate small airports. We are proposing a TAP be made available in Montana for all airports but focus it mainly on the small airport issues.

The Montana Airport Managers Association sent out a survey on May 12 to airport managers and sponsors (i.e. county commissions, cities, towns, airport boards, etc.) requesting information on the issues they deal with and what information they need to manage their airports. Information like; how to obtain funding, evaluation of asphalt, how to maintain a grass strip and what varieties of grasses should be planted. These are just a few of the technical questions that come up every day. Airport sponsors often change with every election which means there are new people overseeing the airports who lack the necessary information. We plan to provide training to make their job easier and more consistent.

Here is your chance to help your airport by contacting your airport sponsor and have them fill out and return the survey to the Montana Aeronautics Division in Helena. Kadrmaz Lee and Jackson Consulting, Billings, will be collecting and organizing the information into a report, which we will then take to providers to help us find the funding and offer the service.

Your airport manager/sponsor should be your first contact. If you don't know who to contact at your airport, call Bailey Egan at 406-477-6645 and I'll provide numbers and names for you.

All the major airports in Montana were turf strips at one time and they have built all their facilities by going through the process we hope to provide for the small airport.

Thank-you, Bailey J. Egan, Rosebud County Airport Board

Montana Pilots' Association, Inc.
P.O. Box 1178
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Heading Bug

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MONTANA PILOTS' ASSOCIATION



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